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1 OCT 1970

MEMORANDUM FOR: Chief, Real Estate and Construction  
Division, OL

SUBJECT : PCS Field Assignment Report - Far East  
Engineer - [REDACTED]

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In accordance with RECD/SOP 22-1 of 18 September 1968, this is a report covering my tour as Far East Engineer. I arrived in [REDACTED] on 11 October 1968 and departed on 30 June 1970. As a result of OPRED, the Far East Engineer position was abolished on 30 June 1970.

A. MISSION

(1) Assist the Far East Division in the development of adequate and economical physical plant facilities and in the maintenance thereof.

(2) Represent the Office of Logistics in carrying out, under delegated authority, certain functions of that office in directing organization construction programs in the Far East. (Excepting Vietnam [REDACTED])

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B. FUNCTIONS

In the furtherance of this mission:

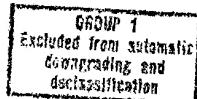
(1) Assist Chiefs of Stations in planning facilities requirements involving major construction projects; make or review budgetary cost estimates and recommend the method of accomplishment of the work.

(2) Provide advice and assistance to field stations, including Vietnam [REDACTED] in the areas of construction engineering, contract administration, and physical plant and engineering equipment maintenance.

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(3) Conduct liaison with other agencies in all phases of project planning, design, and construction.

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(4) Approve technical aspects of authorized design and construction and related functions. When deemed appropriate or when requested by Headquarters, submit plans for construction to the Office of Logistics for technical review.

(5) Inspect work in progress and conduct final inspection of all major construction projects on behalf of the organization.

(6) Be available to assist the total Far and Near East Division construction effort and report to Headquarters when necessary on general progress of all construction programs and/or other matters of engineering interest.

C. GENERAL ACCOMPLISHMENTS DURING THE PCS PERIOD

1. Because of BALPA requirements, it was decided in August 1968 to reduce the Far East Engineer's office from two men to one man, and relocate the office to [REDACTED]. The fact that the Far East Engineer's office was now a "one man shop" required that almost seventy percent of my time be spent "on the road".

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2. Continuous engineering support as outlined in the Mission supra was rendered. Major projects were as follows:

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a. [REDACTED] Transmitter facility, [REDACTED]

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b. Revise and expand air conditioning system at Receiver Site, [REDACTED]

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c. Revamp power system and install 250 kw uninterrupted power electric set at Receiver Site, [REDACTED]

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d. [REDACTED] Transmitter Facility.

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f. Engineering support for electrical power generating and distribution systems [REDACTED]

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g. Monitored and technically supported a large number of construction/alteration projects [REDACTED]  
[REDACTED]

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h. Participated in engineering surveys, [REDACTED]  
[REDACTED]

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D. TECHNIQUES USED IN HANDLING SUCCESSFUL ASSIGNMENTS

The most difficult but also the most rewarding effort of my assignment was to sell engineering support to the various Chiefs of Stations. This was accomplished by frequent visits and specifically by:

- a. Good personal and professional relationships.
- b. Anticipating and being alert to station needs.
- c. Improved Communications and follow-up.
- d. Maintaining a quick response to field requests.

E. OBSERVATIONS

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a. The reduction of the Far East Engineering Staff and the establishment of a [REDACTED] Country Engineering office was not effective and did not achieve the desired results, i.e., better engineering support.

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The [REDACTED] Country Engineer, who is a civil engineer, did not have the needed mechanical and electrical engineering support. The operational areas in [REDACTED] were experiencing an extensive buildup in construction activity whereas the construction activity in other areas was static.

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It should be pointed out that civil engineering construction in [REDACTED] is basically primitive using local materials, whereas the electrical power generating, water supply and distribution systems are built to United States standards.

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Technical support by the Far East Engineer and TDY Personnel from Headquarters proved quite effective but was not the best solution.

b. Relocating the Far East Engineer function from [REDACTED]

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[REDACTED] also produced other undesirable results. Extensive TDY trips were made via MATS(Military Air Transport Service) from [REDACTED]. Commercial air travel was not authorized except in emergency situations or areas where MATS was not available. The MATS schedules were not consistent, a two hour report in time and unreasonable hours of service resulted in a loss of time, money and efficiency for the organization and the Far East Engineer.

Because it was a one-man show, there was no one to keep the store when the Far East Engineer was on the road, and, as a result, response to requests for services was not as good as was desired.

c. As mentioned above, better rapport was established with the various stations, especially those staffed by the Office of Communications. This was accomplished by providing first-class support in the mechanical and electrical engineering arts. The station engineer [REDACTED] provided valuable engineering aid and assistance in the air conditioning field and accompanied me to various stations.

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F. RECOMMENDATIONS

a. Since this job has been abolished, any recommendations presented may not be relevant. Perhaps they could be applied to the situation [REDACTED]

As mentioned above, all of the engineering arts cannot be covered by one man. Of course, good use can be made of A&E firms, OICC or Corps of Engineers, but this is cumbersome and slow.

b. Engineers assigned to the field should be trained in the following areas:

- (1) Budget and Finance.

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                Engineer - [REDACTED]

(2) Contract negotiation and administration.

(3) Maintenance and preventive maintenance programs.

c. Close liaison should be maintained at the Headquarters level with the Office of Communications engineering group so that the field engineers will have timely notice of expected problem areas.

d. In the past two years, considerable progress has been made in the standardization of procurement and installation of diesel electric sets, much work remains to be done. I still do not see any real progress in the procurement and stocking of spare parts for these units.

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                (29 September 1970)

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